



31th ADAC Rallye “Rund um die Sulinger Bärenklau” 2018 Supplementary Regulations

Art. 1 Introduction

Name of the event: 31. ADAC Rallye „Rund um die Sulinger Bärenklau“ 2018

Date of the event: 04. to 05. May 2018

Status: International

Art. 1.1 Preamble

These Supplementary Regulations (SR) shall be based on the FIA International Sporting Code (ISC) including appendices, the FIA Regional Rally Sporting Regulations, the DMSB Rally Regulations (only when related to national cars, not for ERT, the DMSB Licence Regulations (for national license holders only), the DMSB Environmental Guidelines, the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The German Road Traffic Regulations and the German Road Traffic Licensing Regulation shall also apply. Unless provided otherwise by the present Supplementary Regulations, the provisions of the above Rules and Regulations shall apply. In addition, the Rules and Regulations of the 2018 German Rally Championship (DRM) and of the 2018 ADAC Rallye Masters (ARM) shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins.

The various documents will be written in English and German. In case of any discrepancy the English text will be binding.

Art. 1.2 Length of Special Stages and Road surface

Leg 1: Asphalt	<u>15,7</u>	km	Gravel	<u>10,0</u>	km
Leg 2: Asphalt	<u>111,4</u>	km	Gravel	<u>13,8</u>	km

ERT bonus points will be allocated only for Leg 2

Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Legs	<u>2</u>	Number of Sections	<u>5</u>
Number of Special Stages	<u>13</u>	Number of Circuit Stages	<u>1</u>
Total length of course (distance covered by the itinerary)	<u>448,90</u>	km	
Overall length of Special Stages	<u>150,90</u>	km	

DMSB-Reg.-Nr.:	<u>65/18</u>	FIA VISA-Nr.:	<u>07ERT/280318</u>
approved on	<u>12.03.2018</u>	approved on:	<u>28.03.2018</u>



Art. 2 Organisation

Art. 2.1 Championships and titles

Championship Series	Status	Driver licence	Reg. no.:
FIA ERT – Benelux Rally Trophy 2018	International	Int. Comp. License	-
2018 German Rally Championship (DRM)	NSAFP	Int. Comp. License	-
Open Nederlands Rally Kampioenschap	NEAFP	Min. Nat. A (EU) License	-

Plus the sport badges of ADAC, ADMV, AvD and DMV in compliance with their specific regulations.

Art. 2.2 Approvals

DMSB registration number / Visa

Registration no.: 65/18

Approved on: 12.03.2018

FIA VISA

Visa.-Nr.: ./.

Issued on: ./.

Art. 2.3 Organiser's name, address and contact details

Organiser: MSG Sulinger Land e.V. im ADAC
Organiser's representative: Roland Schulz
Street/P.O. Box: Postfach 1522
Post code/city: 27232 Sulingen (DEU)
Phone and fax: Phone: +49 157-4009466 Fax: +49 4271-954881
E-mail: roland.schulz@rallye-sulingen.de

Art. 2.4 Organising Committee

Organising Committee: Roland Schulz, Jürgen Riedemann, Reinhard Pobantz, Michael Thiesing
Jens Barmbold, Christian Riedemann, Heinfried Leymann, Daniel Müller,
Torsten Rüter, Tino Sander, Thomas Kreher, Bernd Lanitz,
Karsten Kniehase, Anna König, Maren Lehmann, Jörg Feldmann

Art. 2.5 Stewards of the Meeting

	Name	DMSB license no.
Stewards of the Meeting (Chairman):	Arie KROEZE	FIA-STW-018-000124
	Finn Hojlund HANSEN	FIA-STW-018-000158
	Michael HESS (DEU)	SPA 1141572

Art. 2.6 DMSB Delegate(s)

	Name
DMSB DRM Delegate:	Josef KASPAR
ADAC Sporting Delegate:	Andreas BACHMEIER
DMSB Sporting Delegate:	Uwe M. SCHMIDT
DMSB Medical Advisor:	Dr. med. Niko SCHNEIDER

Art. 2.7 Officials

	Name	DMSB license no.
Event Manager:	Roland SCHULZ	SPA 1080811
Deputy Event Manager:	Jürgen RIEDEMANN	SPA 1062707
Clerk of the Course:	Reinhard POBANTZ	SPA 1058626
Deputy Clerk of the Course:	Michael THIESING	SPA 1077026
Secretary of the Rally:	Bernd LANITZ	SPA1108634
	Thomas KREHER	
Chief Safety Officer:	Daniel MÜLLER	SPA 1166139
Deputy Chief Safety Officer:	Jens BARMBOLD	SPA 1136226
Scrutineers (Chief Scrutineer):	Ralf KLEEBUSCH	SPA 1093795
Scrutineer	Ingo KNETSCHKE	SPA 1056213
Scrutineer	Hermann HEITMANN	SPA 1059188
Scrutineer	Henk HARMSSEN (NL)	31496
Scrutineer Assistant	Wilfried HILDEBRANDT	SPA 1063740
Scrutineer Assistant	Volker CLASEN	SPA 1064006
Chief Medical Officer (CMO):	Lars RÖPER	SPA 1108681
Timekeeping (Chief Timekeeper):	Peter ROTHER	SPA 1026419
Competitors' Relations Officer (CRO):	Hans Joachim KRAMER (DEU)	./.
	Daan PONT (NLD)	./.
	Robert VAN DER ZEE (NLD)	./.
Chief Timing Marshal and Results Coordinator:	Winfried WEBER (ZNTS)	SPA 1018683
Press liaison:	Maren LEHMANN	./.
	Heinfried LEYMANN	./.
	Klaus RATH	./.
Environmental Officer:	Torsten RÜTER	./.

Art. 2.8 Location of Rally HQ and contact details

Name: Freiwillige Feuerwehr Sulingen
 Street: Rudolf Diesel Straße 7
 Post code, city: 27232 Sulingen
 Phone and fax: Phone: +49 157 4009466; Fax: +49 4271 954881
 E-mail: veranstalter@rallye-sulingen.de

Rally centre in operation: from 03.05.2018 to 05.05.2018

Service parc in operation: from 03.05.2018 to 05.05.2018

Official notice board (location): Rally Headquarter, Rudolf Diesel Straße 7, 27232 Sulingen

Art. 3 Procedural schedule in chronological order and locations, where applicable

	Location:	Date:	Time:
Entries open		01.03.2018	12:00 hrs
Entry closing date		24.04.2018	24:00 hrs
Publication of competition numbers and mailing of entry confirmations		30.04.2018	20:00 hrs
Press conference before the rally	Rally Headquarter (HQ)	03.05.2018	13:30 – 13:45 hrs
Start of reconnaissance		04.05.2018	7:00 hrs
End of reconnaissance		04.05.2018	16:00 hrs
Reconnaissance Shakedown		03.05.2018	15:30 – 16:30 hrs
Administrative Checks - Shakedown	Rally Headquarter (HQ)	03.05.2018	13:00 – 15:00 hrs
Optional Administrative Checks	Rally Headquarter (HQ)	03.05.2018	15:30 – 19:00 hrs
Administrative Checks, mandatory	Rally Headquarter (HQ)	04.05.2018	7:00 – 9:00 hrs
Scrutineering - Shakedown	Jantzon & Hocke Friedrich-Tietjen.Str. 15 27232 Sulingen	03.05.2018	14:00 – 16:30 hrs
Optional Scrutineering	Jantzon & Hocke Friedrich-Tietjen.Str. 15 27232 Sulingen	03.05.2018	16:30 – 18:00 hrs
Scrutineering, mandatory	Jantzon & Hocke Friedrich-Tietjen.Str. 15 27232 Sulingen	04.05.2018	10:00 – 14:00 hrs
Team entry closing date	Rally Headquarter (HQ)	04.05.2018	9:00 hrs
Delivery of tracking system - Shakedown	Rally Headquarter (HQ)	03.05.2018	13:00 – 15:00 hrs
Delivery of tracking system	Rally Headquarter (HQ)	03.05.2018 04.05.2018	15:30 – 19:00 hrs 07:00 – 09:00 hrs
Shakedown	Nechtelsen	03.05.2018	17:00 – 20:00 hrs
First Stewards Meeting	Rally Headquarter (HQ)	04.05.2018	15:00 hrs
Drivers' briefing	Logemann Hasseler Weg 10 27232 Sulingen	04.05.2018	16:15 – 16:30 hrs
Publication of the list of vehicles eligible to start, start times and start order for Leg 1.	Rally Headquarter (HQ)	04.05.2018	16:30 hrs
Service Park open	Service Area	03.05.2018 04.05.2018 05.05.2018	08:00 hrs 06:30 hrs 06:30 hrs
Start Leg 1 – 1 st vehicle	Service Area	04.05.2018	18:08 hrs
Finish Leg 1 – 1 st vehicle	Service Area	04.05.2018	21:04 hrs
Parc Fermé after Leg 1	Service Area	04.05.2018	21:49 hrs
Publication of Start List for Leg 2	Rally Headquarter (HQ)	04.05.2018	23:30 hrs
Re-scrutineering	Parc Fermé OUT	05.05.2018	07:30 hrs
Start Leg 2 – 1 st vehicle	Service Area	05.05.2018	7:46 hrs
Rally Finish – 1 st vehicle	Hotel Börse Lange Str. 54 27232 Sulingen	05.05.2018	17:59 hrs
Final Scrutineering	DEKRA GmbH Diepholzer Str. 76 27232 Sulingen	05.05.2018	ca. 18:30 hrs
Publication of provisional classification	Rally Headquarter (HQ)	05.05.2018	21:30 hrs
Price giving ceremony	Delme Werkstätten GmbH Hasseler Weg 20 27232 Sulingen	05.05.2018	22:15 hrs

Art. 4 Entries

Art. 4.1 Closing date for entries

See procedural schedule in chronological order (SR Art. 3)

Art. 4.2 Entry procedure

Entries must be submitted in accordance with the FIA RRSR Art. 21.2.

Mailing address for entry form:

Name: Christian RIEDEMANN

Street: Kiefernweg 17

Post code/city: 27245 Kirchdorf

Fax: +49 4271 954881

E-mail: teilnehmer@rallye-sulingen.de

The entry fee must be credited in full to the organiser's bank account by the specified entry deadline. All amounts include VAT charged at the prevailing rate.

Art. 4.3 Number of competitors accepted and vehicle classification

The number of competitors shall be not limited.

Cars eligible to score points in ERT:

Art. 4.3.1 Vehicles according to Appendix J to the International Sporting Code, the FIA RRSR

Only Competitors with cars according to Appendix J and in accordance with the technical regulations in the FIA RRSR are eligible to score points in ERT

Classes according FIA RRSR Art. 4.2

National cars:

Art. 4.3.2 Vehicles according to national DMSB Technical Regulations (as published in the 2018 DMSB Rally Regulations V1 Art. 4.2.2)

Art. 4.3.3 Historic vehicles in accordance with Appendix K to the International Sporting Code: as published in the Supplementary Regulations (classes K1 to K6)

Art. 4.3.4 Vehicles of the ADAC Opel Rallye Cup in accordance with the special provisions of the 2018 ADAC Opel Rallye Cup Rules and Regulations

Art. 4.3.5 In accordance with the 2018 DRM Rules and Regulations, vehicles of groups A, N, R1, R2, R3, R5, Super 1600, S2000-Rally, Kit and RGT, complying with the Appendix J to the FIA International Sporting code, are eligible to enter and score points in the 2018 German Rally Championship (DRM).

Art. 4.3.6 Eligible vehicles and divisions

The event shall be held in the following divisions:

- Divisions 2 to 6 shall be eligible for the ADAC Rallye Masters.
- From Divisions 1, 4, 5 and 6, the vehicles eligible in accordance with the 2018 ADAC Rallye Masters Rules & Regulations and with Art. 24.3 of the DRM Regulations shall be classified for the DRM.

Divisions	Classes/groups
Division 1	<p>RC2: S2000 rally: 1.6 turbocharged engine with 28 mm air restrictor S2000 rally: 2.0 naturally aspirated engines Group R5 (VR5) Group N-over 2000cc</p> <p>RGT: RGT vehicles</p>
Division 2	<p>1: Group F over 3000cc with 4WD 2: Group F over 3000cc, 2WD 3: Group F over 2000cc and up to 3000cc with 4WD 13-18 CAL Group CTC/CGT up to 3500cc with 4WD (C23-C28) 19: Group CTC/CGT divisions 9, 13 and 14 – homol. years up to & incl. 2010 K2: Appendix K: FIA classes CT and GTS (up to 3500cc with 4WD)</p>
Division 3	<p>4: Group F over 2000cc and up to 3000cc, 2WD 8: Group G LG 9 or under ("LG 1"), 2WD 15: Group CTC/CGT divisions 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2 and 4.3 over 2000cc – homol. years 1966 up to & incl. 1981 18: Group CTC/CGT divisions 6, 6.1, 6.2, 7, 7.1 and 7.2 over 2000cc–homol. years 1982 up to & incl. 2009 K3: Appendix K, FIA classes CT 15, 20, 25, 30, 35, 40 (over 2500cc) Appendix K, FIA classes GTS 17, 22, 27, 32, 37, 42 (over 2500cc)</p>
Division 4	<p>RC3: Group A over 1600cc and up to 2000cc Super 1600 R2 (naturally aspirated engines over 1600cc and up to 2000cc – VR2C and turbocharged engines over 1067cc and up to 1333cc – VR2C) R3 (naturally aspirated engines over 1600cc and up to 2000cc – VR3C and turbocharged engines over 1067cc and up to 1333cc – VR3C) R3 (turbocharged up to 1620cc/nominal – VR3T) R3 (diesel up to 2000cc/nominal – VR3D)</p> <p>14: Group CTC/CGT divisions 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2 and 4.3 over 1600cc and up to 2000cc – homol. years 1966 up to & incl. 1981</p> <p>17: Group CTC/CGT divisions 6, 6.1, 6.2, 7, 7.1 and 7.2 Gruppe CTC/CGT Division 11,12 bis 2000 ccm Homol.-jahre 1982–inkl. 2010 over 1600cc and up to 2000cc–homol. years 1982 up to & incl. 2009</p> <p>K4: Appendix K, FIA classes CT 14, 19, 24, 29, 34, 39 (over 1600cc & up to 2500cc) Appendix K, FIA classes GTS 16, 21, 26, 31, 36, 41 (over 1600cc & up to 2500cc)</p>
Division 5	<p>RC4: Group A up to 1600cc R2 (naturally aspirated engines over 1390cc and up to 1600cc – VR2B and turbocharged engines over 927cc and up to 1067cc – VR2B) Kit-cars up to 1600cc Group N over 1600cc and up to 2000cc</p> <p>5: Group F over 1600cc and up to 2000cc 9: Group G LG 9 or und under 11 ("LG 2")</p> <p>K5: Appendix K, FIA classes CT 13, 18, 23, 28, 33, 38 (over 1300cc & up to 1600cc) Appendix K, FIA classes GTS 15, 20, 25, 30, 35, 40 (over 1300cc & up to 1600cc)</p>
Division 6	<p>RC5: Group N up to 1600cc R1 (naturally aspirated engines up to 1600cc – VR1A/VR1B and turbocharged engines up to 1067cc – VR1A/VR1B)</p> <p>6: Group F over 1400cc and up to 1600cc 7: Group F up to 1400cc 10: Group G LG 11 or under 13 ("LG3") 11: Group G LG 13 or under 15 ("LG 4") 12: Group G LG 15 or over ("LG 5-7")</p>

	13: Group CTC/CGT divisions 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2 and 4.3 over 1600cc – homol. years 1966 up to & incl. 1981
	16: Group CTC/CGT divisions 6, 6.1, 6.2, 7, 7.1 and 7.2 up to 1600cc - homol. years 1982 up to & incl. 2010
	K6: Appendix K, FIA classes CT 12, 17, 22, 27, 32, 37 (up to 1300cc) Appendix K, FIA classes GTS 14, 19, 24, 29, 34, 39 (up to 1300cc)
Division 8	ADAC Opel Rallye Cup. The special provisions of the 2018 ADAC Opel Rallye Cup regulations shall apply.

Technical Regulations:

The technical regulations of the FIA and DMSB shall apply.

Diesel vehicles shall be classified according to their groups and their nominal engine capacity (cc), i.e. without the 1.5 coefficient.

Historic touring cars and GT vehicles in accordance with Appendix K to the ISC:
Periods G1 to J1 (not group B) shall be assigned to Divisions 2 – 6 = class K.

The following documents shall be presented during scrutineering:

- HTP (FIA Historic Technical Passport) for vehicles in accordance with Appendix K = class K
- FIA homologation form for cars in accordance with Appendix K and DMSB group CTC/CGT

(This document shall not be valid unless perforated by the DMSB or any other ASN or provided with an FIA watermark).

Current and former WRC vehicles as well as CTC/CGT Division 5 vehicles (special production cars, years of homologation from 1976 to 1982) shall not be eligible to start in this event.

Art. 4.4 Entry fees/entry fee packages

With organiser's optional advertising:

EUR 350,00 up to entry closing date, foreign competitors

EUR 490,00 up to entry closing date, DRM, ADAC Masters and others

Without organiser's optional advertising:

EUR 790,00 Foreign competitors

EUR 890,00 DRM, ADAC Masters and others

Additional fees:

EUR 50,00 Additional set of service documents

1 set of service documents being included with the entry package

EUR 50,00 Team entry

Art. 4.5 Payment

The entry fee shall be paid by cheque attached to the entry form or by bank transfer to the account indicated below. (in the latter case, adequate proof of payment must be attached to the entry form):

Organiser's bank details:

Kreissparkasse Diepholz

MSG Sulinger Land e. V. im ADAC

Bank

Account holder

DE61 2565 1325 0030 1270 88

BRLADE21DHZ

IBAN

BIC

Rallye Sulingen 2018 + drivers' name

Intended use

Art. 4.6 Entry fee refunds

The entry fee shall be refunded in full

- if the event does not take place
- to teams whose entry application is rejected

The organiser may refund a portion of the entry fee paid by competitors who cannot start due to force majeure.

Art. 5 Insurance and waiver of liability

Art. 5.1 Insurance cover, service vehicles, third party liability insurance

Insurance cover shall begin at the START and end at the STOP of each Special Stage or with the disqualification of a competitor from the meeting or the competitor's retirement from the event, in accordance with the organiser's liability insurance.

Art. 5.2 Waiver of liability

The participants shall take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage or injury caused by them.

They hereby release the entities and persons listed below from any liability for damages in connection with the event:

- their own entrants/competitors (side agreements between the participants to any other effect shall take precedence!) and assistants;
- the other participants, the owners of the vehicles used in the event (if the event takes place on a permanent or temporarily closed circuit course), and their assistants;
- the FIA, DMSB, DMSB-affiliated organisations, DMSW GmbH, their presidents, governing bodies, managers and secretaries-general, staff and members;
- ADAC e.V., the ADAC subsidiaries, the ADAC regional and local clubs, and the ADAC e.V. affiliates, their presidents, governing bodies, managers, and secretaries-general,
- the promoter/series organiser;
- the event host, the officials, the race course owners, government agencies (or their respective legal entities), racing services and any other person involved in the organisation of an event;
- the organisations responsible for the construction and maintenance of roads, and
- the employees or agents, legal representatives, salaried staff and volunteers of all persons and authorities indicated above as well as their members.

This waiver shall not include damage or harm to life, body or health or any other damage resulting from the intentional or grossly negligent breach of duty nor any damage resulting from material breach by the group of persons released from liability. The liability for financial loss and loss of property in claims resulting from the slightly negligent breach of material obligations shall be limited to the extent of the foreseeable damage as is typical for this type of agreement.

The waiver of liability shall apply to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability. Any implied waivers of liability shall remain unaffected by the above release and waiver of liability.

By submitting their entries, the participants acknowledge that motor vehicle insurance (motor vehicle third-party liability, Casco comprehensive/collision damage coverage and occupant accident insurance) does not cover damage or claims incurred during a meeting aiming to achieve top speeds. They undertake to pass this information on to the owners of the vehicles used.

Art. 5.3 Vehicle owners' Release and Waiver of Liability

- (1) If the competitor, driver/co-driver is not the owner of the entered car, they must make sure that the owner of the car signs the waiver of liability on the entry form.
- (2) In case the waiver of liability was not sign by the owner of the car, the competitor, driver/co-driver confirm to waive any claims or rights to pursue action for damages in connection with the event against all persons or institution mentioned in Art. 5.2, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.
- (3) The waiver of liability refers to claims against the entrants, drivers, passengers, owners, registered keepers of the other entered cars, the assistant/s of the participant/s specified on the entry form and

the other participants as well as against the entrant, driver, passenger of the car provided by me (barring any other special agreements between owners, entrants, driver/s, passenger/s), I waive claims for any kind of damage originating in connection with rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability. The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortious acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause.

Art. 5.4 Responsibility

Art. 5.4.1 Responsibility of competitors, drivers, car owners

Competitors, drivers and passengers are each responsible for all acts committed by a team member (competitors, driver, passenger, mechanic, assistant etc.) and which affect the contractual relationship with the organiser or result in a claim for damages. Entrant, driver and passenger are jointly and severally liable for all obligations resulting from the entry contract.

Art. 6 Competition numbers and advertising

Art. 6.1 Obligatory organiser's advertising

Rally plate: **Wiechers Sport**

(to be placed in the front of the car: either bonnet, front bumper or front mudguard left or right)

Competition number decal: 67x21cm

- beside the competition numbers above: **DEKRA**
- beside the competition numbers below: **ADAC**

The organiser will provide each crew with the number identification (67x21cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. It is not allowed to cut the panel.

Art. 6.2 Optional organiser's advertising

Additional organiser's advertising: **tba**

Spaces on the vehicle that must be kept free: **tba**

Art. 7 Tyres

Art. 7.1 Regulations regarding tyres which may be used during the rally

See Art. 60 of the 2018 FIA RRSR (tyres and wheels).

Art. 7.2 Regulations regarding tyres which may be used during reconnaissance

No restrictions, except compliance with the German Road Traffic Licensing Regulation (StVZO)

Art. 8 Reconnaissance of Special Stages

Art. 8.1 Registration procedure

Recce cars must be registered with a separate form (www.rallye-sulingen.de).

Art. 8.2 Speed limit on Special Stages

During reconnaissance, compliance with the German Road Traffic Regulations (StVO) as well as the regulations of the road traffic authorities, including but not limited to speed limits, shall be mandatory. Please note that the Special Stages will not be closed to public traffic during the official reconnaissance. Therefore, the presence of traffic must be expected at any time. The organizer may reduce the allowed speed individually by marking the areas in the road book and along the route.

In specific areas there will be a speed limit of 50 kph. These areas will be marked with signs (see below):

Beginning of max. 50 kph area



End of max. 50 kph area



The speed in these areas will be monitored!

Art. 8.3 Reconnaissance procedure

All competitors shall strictly observe the reconnaissance times according to the schedule.

For the reconnaissance, Art. 25 of the FIA RRSR 2018 shall apply.

Extract of the regulations for recce cars:

- The car can be painted in different colours, advertising, stickers, etc. can be present on the car
- Underbody protection is authorized (complying with the Group N regulations).
- The crew may use a "light" intercommunication system (without helmets).
- Road-homologated series production tyres for asphalt.

Each car must be identified with a reconnaissance number supplied by the organiser. Rally cars used in the event may not be used for reconnaissance.

Art. 9 Administrative checks

To keep the time required for the administrative checks to the necessary minimum, make sure to bring and present the following documents:

Art. 9.1 Documents which must be presented

- Competitor's and/or sponsor's licence
- Driver's and co-driver's licences
- Driver's and co-driver's ID cards/passports
- Driving licence (driver/co-driver)
- ASN authorisation for foreign competitors (if required)
- Completion of all details on the entry form
- Proof of insurance
- Registration certificate, proof of third party liability insurance
- Vehicle owner's consent (if driver is not the vehicle owner)

Art. 9.2 Timetable

See schedule in chronological order (SR Art. 3)

Art. 10 Scrutineering, marking and sealing

Art. 10.1 Scrutineering, venue and time

Thursday, 03.05.2018: Jantzson & Hocke
Friedrich Tietjen Str. 15
27232 Sulingen

Friday, 04.05.2018: Jantzson & Hocke
Friedrich Tietjen Str. 15
27232 Sulingen

See schedule in chronological order (SR Art. 3)

Art. 10.1.1 Scrutineering, mandatory documents

- Homologation form (ORIGINAL)
- Data sheets
- SOS / OK board (DIN A3 format)
- DMSB vehicle passes (KFP) for vehicles registered in Germany
- DMSB-Identity-Form for vehicles in Group F not registered in Germany

Art. 10.1.2 Timetable for scrutineering

The scrutineering schedule will be send with the entry confirmation and published in the Rally Guide.

Art. 10.2 Mud flaps

Mud flaps (ISC Appendix J, Article 252.7.7)

Art. 10.3 Windows

Windows (ISC Appendix J, Article 253.11)

Art. 10.4 Drivers' safety equipment

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

Art. 10.5 Noise

For national cars, the 2018 DMSB provisions on noise (DMSB Rulebook, blue section) shall apply.

Art. 10.6 Regulations and installation of the safety tracking system

A tracking system (RallySafe) must be used during meetings. The tracking system consists of a data logger (for reconnaissance only), a fitting kit (aerial, cable harness, mounting device) and a tracking unit (both to be used during the Shakedown and the competition).

To ensure safety and uninterrupted service, the tracking system requires a reliable and permanent 9 to 28V continuous current hook-up. This must be ensured by an unswitchable connection to the plus pole of the car battery. Furthermore, power supply to the tracking unit must be ensured at all times. The power supply must not be interrupted by way of the ignition. Precise installation instructions are available for download on the Internet at:

<http://rallysafe.com.au/wp-content/uploads/2016/12/Rally-Car-Fitting-Kit.pdf>

The fitting kit must be pre-installed in all competition vehicles. The kit can be rented at €25 per **meeting** or bought at about €150 from the Internet:

<http://www.shop.statusas.com/shop/rallysafe/rallysafe-permanent-installation-kit-everything-you-need/>

The emergency button of the Tracking System – if possible – must be within reach for both drivers.

The participants will receive a **data logger** at the administrative checks. The data logger must be installed in the reconnaissance vehicles before reconnaissance starts and remain installed even on road sections. The data logger will record the route and speeds during reconnaissance. Non-compliance with speed limits will be penalised.

It is strongly forbidden to switch of the data logger. Any infringement will be reported to the Stewards. After the reconnaissance the data logger must be returned to the organizer within one hour after the reconnaissance.

The data logger can be returned at: Logemann, Hasseler Weg 10, 27232 Sulingen.

The participants will receive the **tracking unit** and the **fitting kit** (if rented) for the competition car at the administrative checks.

The system must be installed in the competition vehicle and be in working order for scrutineering. The system must be functional during Shakedown and competition. The tracking unit must be returned after the competition.

It is not necessary to make a deposit for the data logger and the tracking unit. The participants have to sign the sign out sheet that they will deliver back the data logger (as mentioned above) and the tracking unit as soon as possible during the event.

If the event is finished and the tracking unit isn't returned to the organizer on the same day of the finish each affected competitor will receive an invoice of 2.000 EURO on the following Wednesday.

The tracking system and the data logger must be switched to 'active' permanently during reconnaissance, Shakedown and the competition (except in Parc Fermé). If systems are found switched to 'inactive', the Clerk of the Course will impose a €100 fee. Repeat offences will be reported to the Stewards of the Meeting for sanctioning.

Any team which break down during the event before they reach Parc Fermé can return the units, antenna kits, etc. at: Logemann, Hasseler Weg 10, 27232 Sulingen

Art. 11 Other procedures and regulations

Art. 11.1 Excessive speed during reconnaissance and/or shakedown and during the rally

Speeding during reconnaissance and / or shakedown will incur a fine applied by the clerk of the course as follows: per km per hour over the speed limit: €10

The fine will be doubled in case of a second offence committed during reconnaissance in the same rally.

Excessive speed during the rally will incur a fine applied by the clerk of the course as follows: per km per hour over the speed limit: €10

Art. 11.2 Permitted early check-in

Friday, 04.05.2018:	TC 2A – Regroup IN
Saturday, 05.05.2018:	TC 3B – Service OUT / Overnight Parc Fermé IN TC 15 – Finish / Podium OUT TC 16 – Return GPS Tracking / Parc Fermé IN

Art. 11.3 Super Special Stage, regulations and order

POWER STAGE:	SS 13 - Brake, 9,5 km
--------------	-----------------------

If it is not possible to run the planned POWER STAGE, the Clerk of the Course will designate one of the outstanding SS as the POWER STAGE and notify the participants in a timely manner.

Art. 11.4 Special procedures and activities

Art. 11.4.1 Refuelling

For Competitors scoring points in ERT the FIA RRSR 2018 Art. 58 shall apply.

For competitors with national cars and competitors scoring points in DRM the 2018 DMSB Rally Regulations, V1 – Art. 58 shall apply.

Vehicle equipped with FIA homologated refuelling connectors, e.g. Stäubli, and needing to be refuelled with FIA safety refuelling systems may, upon request, be allowed to be refuelled with fuels in line with Art. 59 in refuelling zones (TZ) set up by the organiser or at remote refuelling zones. Refuelling inside the Service Park shall be absolutely prohibited, with the exception of cases covered by Art. 50.

Art. 11.4.2 Re-start after retirement (Rally 2)

Any crew retiring during a leg of the rally is assumed to re-start from the start of the next section following the overnight regroup, unless they complete the form located in the rear of the road book ('final retirement') and submit it to the organiser before the publication of the re-start list.

Art. 11.4.3 Specifications of starting mode on circuit stages (SS 2 – Sulingen)

The start at the SS 2 – Sulingen will be a rolling start in group formation with ten seconds interval with a maximum of five cars in one group.

Art. 11.4.4 Provisions with reference for the team classification

A team consists of 3 up to 5 cars. The time of the best 3 together cars will be used for the final team classification.

Art. 11.4.5 Availability of participants

Participants who park their vehicles in the Parc Fermé upon passing the finish line, must remain available by phone (mobile) until the final results have been posted.

Art. 11.4.6 Results

The official final results will not be distributed after the event. The official final results will be published on the websites www.rallye-sulingen.de and www.znts.de

Art. 11.4.7 Use of yellow flag

On passing a motionless or waved displayed Yellow Flag or an electronically yellow flag displayed on the tracking system, the driver must immediately reduce speed significantly and – if necessary – stop (e.g. no OK sign displayed).

On circuit stages the stages must be left immediately on the next exit to the finish. The drivers must follow the instructions of any marshals or intervention car drivers.

Flags may be displayed preceding the incident by a marshal wearing a tabard or electronically by the tracking system. In case the flag will be displayed electronically the team has to confirm by pressing the "OK"-Button.

In case it is not necessary to stop at the incident, the drivers concerned must drive to the finish taking in consideration that following drivers may not have been given the Yellow Flag and that therefore they will drive in rally speed.

The drivers must inform the control STOP of the displayed Yellow Flag (use the template in the roadbook)!

Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

A crew which has been shown the Yellow Flag will be allocated a time according to FIA RRSR Art. 39.

Art. 11.4.8 Time Controls

Any difference between the actual check-in time and the target check-in time shall be penalized according to the FIA Regional Rally and Sporting Regulations, Art. 33.2.10.

Art. 11.5 Official time during the event

Radio time – DCF77

Art. 11.6 Fuel and single fuel, as applicable

For the **competitors in ERT** the FIA regulations for fuel, ISC Appendix J Article 252-9. Furthermore, they may refuel at commercial filling stations on the rally route designated by the organizer in the road book.

For the **competitors with national cars** and competitors in the national German championships the 2018 DMSB Rally Regulations, V1 – Art. 59 shall apply.

Only commercial quality (see DMSB Rulebook, blue part, for definition) fuels (DIN EN 228) according to Article 252-9 of Appendix J to the ISC with a maximum of 103 Octane (DMSB Rulebook, orange part, p. 14f), FIA-specific fuel corresponding to the limit values defined in Article 252-9 of Appendix J to the ISC as well as diesel fuels (DIN EN 590) according to Article 252-9 of Appendix J to the ISC shall be used.

FIA-specific fuel according to Article 252-9 of Appendix J to the ISC is only permitted if it is included in the DMSB list of permitted fuels published by the DMSB head office (available at www.dmsb.de).

Refuelling shall be allowed only at the public filling stations listed in the Supplementary Regulations/Road Book. Generally, a maximum ROZ of 103.0 octane shall apply to all fuels, except to FIA-specific fuels as defined in the DMSB list of permitted fuels. Any additives other than air or lubricating oil for 2-stroke engines shall be prohibited.

In the ADAC Rallye Masters and the DRM, the use of bioethanol **is prohibited** (cf. DMSB general prescriptions on E85 bioethanol, Art. 3.5.2 in the DMSB Rulebook, blue section, p. 6)

Art. 11.7 Changes to the entry form

Before presenting themselves for scrutineering, competitors may replace the car they entered with another car from the same division.

Art. 11.8 Driver's briefing

A driver briefing according to the timetable (see Art. 3 above) shall be held. All drivers and co-drivers must attend the driver briefing. Participants will confirm their presence by signature. The signature lists will be available at the entrance to the briefing room. Should any participants fail to confirm their presence by the beginning of the briefing, the drivers or co-drivers in question shall be held liable to pay a €100 fee.

Art. 12 Identification of officials and stewards

Post Chiefs:	<u>White tabard with text „Zeitnahme“</u>
Special Stage Commanders:	<u>Blue tabard with text „WP-Leiter“</u>
Marshals:	<u>Yellow reflective tabard</u>
Timekeepers:	<u>White tabard with text „Zeitnahme“</u>

Art. 13 Price Giving Ceremony

Art. 13.1 Place and time

See schedule in chronological order (Art. 3)

Art. 13.2 Awards – trophies

Overall classification:	1 st to 3 rd place - Cups
FIA ERT Classification:	1 st to 3 rd place - Cups
Classification by divisions/classes:	30% of the starters in a division - Cups
West Euro Rallye Cup:	1 st to 3 rd place - Cups
BMW 325i Cup:	1 st to 3 rd place - Cups



Appendix K cars:
Team classification:

1st to 3rd place - Cups
50% of the entered teams – Cups

ADAC Opel Rally Cup Competitors:

1st place: 500€ - 2nd place: 300€ - 3rd place: 100€
(only if there are at least 8 competitors)

Art. 14 Final checks

See procedural schedule in chronological order (cf. Art. 3 above)

Any teams required to undergo final checks must immediately follow the officials in charge and the support vehicle to the final check location, even if this prevents them from proceeding to one or more time controls (TC).

Art. 15 Protest and appeal

The protest and appeal procedures are set out in the FIA International Sporting Code.

Art.15.1 Protest deposit

The protest deposit is: € 500,00

Art. 15.2 Appeal deposit

National Appeal deposit: € 1.500,00
International Appeal deposit: € 3.000,00

(Protest/appeal deposits are exempt from VAT)



Appendix 7 Extension of Supplementary Regulations to national series

Unless expressly specified otherwise, all provisions from the previous section (National A (NSAFP)) "name of meeting" shall apply to Appendix 7 (National A (NEAFP)).

Art. 1 Introduction

Name of the event: 31. ADAC Rallye „Rund um die Sulinger Bärenklau“ 2018

Date(s) of the event: 04. bis 05. Mai 2018

Status: **National A (NEAFP)***

*Drivers holding at least a grade A national competitor's and driver's licence issued by DMSB or another FIA-affiliated motor sport federation (ASN) and valid for 2017 shall be eligible to start.

*Co-drivers holding at least a grade C DMSB national competitor's and driver's licence valid for 2017 shall be eligible to start.

Art. 1.1 Preamble

Any modifications, amendments and/or additions to said Rules and Regulations shall be made in the form of numbered and dated bulletins.

Art. 1.2 Road surface

Leg 1: Tarmac	<u>15,7</u> km	Gravel	<u>10,0</u> km
Leg 2: Tarmac	<u>111,4</u> km	Gravel	<u>13,8</u> km

Art. 1.3 Length of Special Stages and of course (the itinerary)

Number of Legs	<u>2</u>	Number of Sections	<u>5</u>
Number of Special Stages	<u>13</u>	Number of Circuit Stages	<u>1</u>
Total length of course (distance covered by the itinerary)	<u>448,90</u> km		
Overall length of Special Stages	<u>150,90</u> km		

Art. 2 Organisation

Art. 2.1 Championships and titles towards which the rally is scored

Championships Series (other) sanctioned event(s)	Status	Driver licence	Reg. Nr.:
ADAC Rallye Masters 2018	NEAFP	min. nat. Licence A	856/18
Automobil-Rallye-Meisterschaft ADAC Weser-Ems	-	-	-
ADAC-Hansa-Rallye-Meisterschaft	-	-	-
Schleswig-Holstein ADAC-Wagensport-Championat	-	-	-
Schleswig-Holstein ADAC-Automobil-Rallye-Meisterschaft	-	-	-

Plus the sport badges of ADAC, ADMV, AvD and DMV in compliance with their specific regulations.

The Organiser declares that the event shall be carried out in accordance with the provisions of the ISC, the DMSB and the present Supplementary Regulations. The Organiser shall make sure to require marshals, officials and participants who are not subject to holding a licence to recognise and comply with the FIA and the DMSB regulations.

DMSB-Reg.-Nr.:	<u>65/18</u>	FIA VISA-Nr.:	<u>07ERT/280318</u>
approved on	<u>12.03.2018</u>	approved on:	<u>28.03.2018</u>